

The Free Flighter

Journal of the NSWFFS Inc

May 2011



Model Recovery

Argentine Style

Minutes of General Meeting 18th March 2011

Meeting opened: 7.37 President Terry Bond in the chair

Present

R Summersby, Terry Bond, B Lee, Reg Towell, Frank Barsanti, Tahn Stowe, Jim Mc Fall, Walter Bolliger, W. East, Jim Christie

Apologies

Alan Harvey Gary Pope, M Towel

Guests

Geoff Mee

Minutes of previous meeting:

Minutes accepted as a true record: Frank Barsanti / Bill East

Business Arising: Nil

Correspondence In:

Flypaper, February & March issues, MAAA correspondence Tele Conference, +Mop 18/1, Min Tele conference +Mop 11/1, Qld Magazine

Correspondence Out:

The Free Flighter,

Treasurer's Report:

January- February Summary 2011

Credits		Debits	
Registrations	990.00	Affiliations	525. 00
		Air League Hire	90.00
Total	990.00	Total	615.00

Hon Treasure Tahn Stowe

Accepted, Frank Barsanti, W. Bolliger

New Business:

Letter to be sent to the radio clubs affiliated with us advising them of our non services to them.

Terry to ask Charlie about slashing of the field on the western side, where we fly from.

Tahn to investigate more powerful radios for use world champs and other competitions and buy if acceptable to the value of \$400

Report on Maxmen competitions by Terry and Tahn

Meeting closed 7.58 Followed by general talk.

Notice to all Club Secretary's

Club secretary; has Barry Lee your members email address on his machine????? If not, that might be the reason they are not getting to read this newsletter. If your member wants a hard copy once again let Barry know, as good as Barry is he is not a mind reader.

EDITORIAL MAY 2011

Hi team, this was written on the plane from Argentina to Sydney. I can honestly say that the Argentine airlines seriously needs an upgrade. The staff are fine but aircraft are really dated. The long range single screen TV accompanied by the up and down ceiling screens were pretty much a vintage novelty. It is a pity that we saw the same movie three times.

Results for the world cup events and the works champs will be covered by Roy Summersby. We tried very very hard and did the best we could on the day.

The weather for all events was variable ranging from gale force to no wind or drift at all. Again in the WCs not all the place getters were well known names. A lot more will be written and talked about in the ensuing post mortem.

Now that we are back in town there are many other thing to discus. We now have the SCC and AFFS to organize and attend. At this stage the weather looks really good with less wind than previous Easter competitions. The down side is that the weather will be a bit cooler. It will be the middle of winter.

Don't forget the Trans Tasman event 3/4 July. It promises to be bigger than Ben Hur. Special prizes will be presented to qualifying out of towners. All free flight scale models are welcome and the Weekend could even be considered a fun fly. Some eats will be available at reasonable cost.

The MAAA Council Conference will be held in Canberra 21/22 May. If you wish to attend as visitor please let me know. The NSWFFS has a submission to establish a national centre for miniature aviation. We see how forward thinking our MAAA executives are.

Terry Bond, President.

Membership of MAAA Inc. through the NSWFFS for RC Flyers

NSW is unique in that there are three separate bodies that represent the various disciplines

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RC (Miniature Aero Sports Inc)
CL (Control Line Aircraft Society Inc)
FF (NSW Free Flight Society Inc).

All other Ordinary members of the MAAA Inc are represented by a single State or Territory body which is responsible for all model flying activities in that State or Territory.

There is no restriction on the selection of a registering body, however the options available through each of the three NSW organizations are targeted to the needs and interests of their separate discipline.

Insurance cover is the same for all affiliate members of the MAAA, regardless of what state organization they are registered through.

Over the last several years many RC flyers in NSW have chosen (for various reasons) to become affiliate members of the MAAA Inc by registering through the NSW Free Flight Society. Whilst we welcome you as members we feel it is incumbent on us to advise you of the services we do not provide.

Qualification for instructor training is not available through NSWFFS. This service is provided to MAS members as part of their membership. To be a registered MAS club there needs to be at least three members registered and to have a vote at the AGM there must be at least 9 registered MAS members.

Affiliation through NSW FFS Inc does not cover entry into MAS sponsored events and functions or onto MAS owned property.

In theory any club could be registered with both MAS and NSWFFS, however if your members require services directed at RC then you would be best served by registering through MAS which is the RC body in NSW.

The new Executive team at MAS , Bob Carpenter, President and Tim Nolan, Vice President can be contacted about the services MAS can offer to MAS members. Contact : masnsw.org

The Timekeeper we all want.

Jim Christie

Victorian State Champs March 26th. I was scratching around looking for a time keeper for Vintage rubber. The usual likely starters were busy but Terry Bond hailed an onlooker asking if he could time. So I was introduced to Ian Craig who was happy to help. He was a radio flyer and interested in learning more about free flight. He proved to be a more than average time keeper, he accompanied me with my model recoveries, giving mutual help through fences as well as being interested in trying the radio beacon system (where he probably got some bad advice). The third flight of the 1955 Bilgra Unlimited rubber landed in a dam and Ian retrieved it with a pole and suggested it could be dried out in the hot car which after considering the reserve model options, I did.

It transpired that Ian a licensed aircraft maintenance engineer works for Quanta's in administration and safety training. He was also a radio flyer representing Australia in F3D (pylon racing) he is also an experienced Hang Glider flyer.

We got to the fly off against Bill East's Swiss Miss. I unwisely put on a few more turns than normal and power stalled on the way up but with thermal help D/T after some 9 minutes. Bill won with an OOS flight of near 30 minutes. Our models had been high but seemed not to far away in the next field. We drove down to the road and picked up its signal then headed through the tall grass before the signal became intermittent. We had been on a reciprocal heading and back tracked, then the signal ceased with a failed receiver connection.

Ian then told me he had an ultra light aircraft on the field behind his station wagon and had Kevin Mc Mahon's permission to fly on his property, so he could look for the model from the air. He set about assembly of the wing from the bag containing spars, ribs and fabric. Then he connected the wing to the mast above the cockpit nacelle in a well practised procedure. Ian mixed petrol and oil for the Rotax in line twin which had some 560 hours and was still within wear limits. After pull starting the engine and warming it he was soon ready to taxi towards a patch of shorter grass for a rapid take off into the wind. Ian flew over the field we had been searching and circled above the model, then came back to give us the location, I was then asked if I would like to see it from the air. I climbed into the seat immediately behind him with a helmet and intercom (as the engine and four bladed propeller noise makes normal conversation very difficult).

We were soon in the take off position and with full throttle bumping rapidly along with a healthy engine noise, then rose smoothly into the evening air. Not long after, we were circling over the model seven fence posts up from the road the road. Col Collyer was on the road and walking to pick up the model. Ian circled and pointed waved to Col then set out to track Bill's model. He set out at 40 knots, 400 feet and 20 degrees from north and did four legs towards Rutherglen and return with no success. Now the shadows were getting long and as the light was fading, it was back to Springhurst in the cooling air. After a quick run across the field, we then came in for a smooth landing.

I did not see Ian the next day as I was flying Open Rubber and he was going to look for the Swiss Miss.

My thanks to Ian, a man of many parts, and defiantly no ordinary time keeper.

The Full Circle

Roy Summersby

Like most of us, my modelling started with a small rubber kit from the local newsagent. I think it was a Hurricane but then for this story, let's say it was a Messerschmitt 109F. I was about 10 or 11 years old at the time, and without any guidance, the box of 1/16sq strip and printed sheet balsa wood, never had a hope of resembling what was on the front of the box. The Toongabbie newsagent must have sold out of Spitfires, as no doubt I would have had one of those from choice, as all boys would. Christmas came along with a present from my Uncle, a Frog Goblin rubber kit. This I was able to build after having wasted time and precious pocket money on those little rubber scale kits, but gaining experience all the time. The Frog Goblin actually flew, probably not very well as it would have been heavy, and a no doubt had a few warps, which must have been in the right place. What the Frog kit did do was to start me on a hobby/sport that has lasted 58 years so far. Where am I going with this dribble? Well it's been my aim to build another WW11 scale rubber model, not just a little Kiel Kraft kit, but something bigger.



After reading articles by Bill Hein in FFQ, and having gained a little more knowledge in building over the years, I sent for the plans and partial kit for the Focke Wulf TA152H. This model was a pleasure to build and was finished in 2009. After what I considered two perfect flights at the AFFS champs I knew I just had to build a large scale rubber model. The FW152H is 40" (1000mm) span but I wanted something bigger, (we all know bigger is better), I thought of scaling the FW152H up by 50% and it might just be my next project. It would be a great sight seeing a 6 ft (1800mm) span WW11 rubber model in the sky. Before I thought too much about this, I came across a plan of the ME109F, which was 1/8th scale making it 50" (1300mm) span and this looked big enough, when I saw the size of the fuselage. Studying the plan I could see that there was a lot less work in the fuselage than the FW. The first problem was to find suitable 1200mm sheet balsa from which to saw the longerons and stringers as this fuselage was going to be big. Apart from the size, the ME109 fuselage is much easier to build than the FW. It is built on what is really just a box from 1/8sq with formers added to give the shape. This method of construction allows you to get nice straight lines when the stringers are placed over the formers. The plan was vague in parts, so I did what I thought best, and with help from "The Great Book of WW11 Airplanes" the model is now taking shape. Some diversions that I have made from the plan, are to make the centre of the wing part of the fuselage, this allowed me to fit wing fairings; I didn't think the model would look right without them. I have also made provision for an undercarriage (none on the plan) which can stay fixed, drop off, or just make the model look right while sitting on the ground. As for the canopy, I could see problems, the plan called for making it out of 1/16 sheet balsa, somehow I didn't think this would work too well, also how does one get the right shape?

I don't think any scale modelling, with the exception of the wings and stabs is easy, so I guess I was not surprised to have a few problems. Not being a scale modeller, I didn't know where to start with the canopy, so after pondering over it for a few days I decide the way to go would be to make a plug as this would give me the shape I needed. A large lump of western red cedar was found in the back shed and was promptly made the right shape, as well as fitting my fuselage. It also showed up a glaring mistake in the plan. The bottom front direct vision panels are straight and have to fit the round of the fuselage!!! After studying many books and photos it appears that Willy Messerschmitt just flattened this section of the fuselage out to meet up with the canopy.

Making the canopy,

As I stated I now have a solid plug the exact shape that I wanted. I decided to make the frame from aluminium, using lithographic plate as this is thin enough to cut, be bent at right angles and curve where needed to fit over the plug, the joints are held together with epoxy. The bottom edges were added after sheeting and are folded 180 degrees back on its self and crimped tight. Sheeting the inside with acetate sheet is not as easy as one would think, but the end result is a realistic looking aluminium framed canopy which fits the fuselage.



Undercarriage.

This has been made from 3.00mm aluminium wire. As the 109 has only straight legs I have had to add a spacer to hold them in place. The wheels are from blue foam sanded to shape on the lathe. Brass bushes and ply hubs were then added, the wheels will be held on using the flat part of large aluminium pop rivets. Total weight of the undercarriage is only 27g and this is complete with the ply wheel covers, so maybe we will see an R.O.G.



Propeller & Front End.

After having free wheeling blades break on landing with the FW 152 a folding system will be a must for the 109. What I have in mind is a 3 blade set up with F1B style blades and hinges, which will allow the blades to fold along the fuselage for the glide. I hope to mould the blades from carbon, and these will be set in a simple home made channel hinge which is then fixed to the prop hub. The prop hub will be made from Jelutong timber and will form the back part of the spinner.

In part one of the last issues of FFDU, the ME 109 F was ready for instruments, pilot, covering etc, so I will describe what has taken place since then. Tail wheel is made from foam in the same manner as the main wheels, the wire support simply goes up into a metal tube so it can swivel and be removable. The instruments were made up using metal rings for the surrounds, very thin celluloid for the glass, and photo copy paper for the dials. Once again using the Great Book of WW 11 Airplanes and a photo copier, the dials can be made to size, cut out and placed in the correct positions. One source for the metal rings is in the sewing shops, they sell gripper studs and one part of this is perfect, they come in a variety of sizes to suit all models.



The pilot I used, is a product from small scale custom services, and are available from SAMS, although the NSWFFS do have a few in stock at present. They come in two parts so it is a do it yourself job, cut out, glue together, add a base and paint. My finished pilot, ready to glue into the cockpit, weighed just 3 grams, and doesn't look too bad. Other small parts were the exhaust stubs which were cut from aluminium tube cut on an angle and glued in place. The huge air intake was carved from balsa. Under wing radiators were built up and added after covering.

Covering: After getting holes from grass spikes in the Focke Wulf, something stronger than model span was needed on a larger model. Knowing how strong 30 micron laminating film is on 1/2A combat models, I decided to use it. All flying surfaces and the underside of the fuselage are covered in this, the sides and top of the fuselage is model span. The film went on easier than I expected, and stiffened the wings better than I thought it would. After some experimenting with painting the film, and even using plastic primer, it was easily scratched, so I decided to cover the film with tissue. This is often done on F1B models for colour, but I had never done it, so once again it was a, teach yourself how to do it job. I decided to use Esaki tissue, as it has a nice finish as well as being light. I put the tissue on wet, using 50/50 dope and thinners around the edges the same as I would cover any wing. When I was happy it was all straight, I brushed through the tissue using 20/80 dope and thinners; this in theory sticks the tissue to the film. It seemed to work very well, but later in the painting stage, I found places where the tissue hadn't stuck. Esaki seems too sealed, even to let the very thin dope through. Next time over the film, I will use good old model span, it's always been my favourite tissue. Painting, I am sure it took longer to decide on a colour scheme than building the model. As luck would have it my model is an F type, there were only about 2000 built out of a total of around 30000 Messerschmitt's, now if I had picked an E or G type I might still be looking. After spending many hours going through all my books,

and still not coming up with a definite decision, it was off to the specialist military book shop in Parramatta. There in Vol 11 of the BF109F was the colour scheme I just had to have. It looked like some German artistic boy had been let loose with a spray gun when the boss wasn't watching, and put graffiti on both sides of the fuselage. This plane was flown by Lt Hans BeiBwenger on the Russian front in August 1941. With yet another book on aircraft to add to my collection, I was off to the specialist hobby paint shop, for the genuine colours.

Expert advice and help from ex modellers, (soon to be back in the fold I hope,) John and Steve Pennells, the complicated colour scheme was no problem at all. This father and son team know which end of the spray gun to hold and how to go about what I thought would have been a real challenge. Most of the time was taken, sitting at the table with fuselage and book in front of me, trying to get the dark lines in the same position as the book, using a 6B pencil over the base coat. Once done these lines were gone over using an airbrush with the finished colour. A part from these lines, the whole model was sprayed with my small touch up spray gun, including the dark patches inside these lines. The paints used on the model were Hobby Colour and Tamiya Colour, both are acrylic paints.

Front end, always daunting for non rubber flyers, if you ask the experts they just say, carve this, cut that on some angle, bend a bit of wire etc to make it all work. Have you tried making folding propellers work properly? It's not my cup of tea. In the early stages of building the model, I had decided to use F1B blades, these are very efficient and with F1B hangers made to suit a much wider front end this should be the answer. As well as efficiency, other advantages are that the blades can be replaced if damaged, and can be adjusted for pitch if needed. I do hope to mould carbon blades which will look a bit more realistic soon. The nose block is 13mm balsa, faced each side with .4mm ply, in front of this is a Jelutong disk to which the prop shaft and prop hangers are fixed, this forms the rear and driving hub part of the spinner. Front part of the spinner is made from laminated balsa, rough cut out on a band saw, turned and sanded to shape on a lathe. It is held to the Jelutong section using small magnets which gives access to the driving prop wire and ballast box.

Insignias were cut from vinyl by another exmodeller friend who just happens to be in the sign making trade. These have put the finishing touches to my biggest scale project to date.

For those of you that might like to have a go at this form of modelling, I have listed the weights of my model. The plan and details that I started with gave no clues on what the finished model, or parts should weigh, so I guess this can be some sort of guide for other builders of, WW11 1/8th rubber scale fighters. We should all have at least one in the hanger.



	Uncovered	Covered	Painted
Wings 2	56	85	101
Stab	9	16	18
Fin	7	9	10
Fuselage	135	171	193
Prop, front end, (3 blades)			122
Flying weight total 444g + rubber 80g? + ballast 50g?			574
Undercarriage			33
Tail Wheel			2
Parts fixed to fuselage			
Pilot			3
Canopy			13
Ballast in spinner to bring C/G to 27%			50

(I must make the tail end lighter on the next one)

Now this Messerschmitt hasn't finished up like the first one I bought from the newsagent in 1952, but will it fly? We will find that out as soon as I make a system to wind the rubber outside the fuselage like the F1B guys. I must say that I have enjoyed building it, and if it fly's, that will be a bonus.

Now have I gone the FULL CIRCLE, or just started on the edge of the circumference?

This article has been reprinted from Free Flight Down Under by request from our NSW members that don't subscribe to that fine publication.

NSWFFS SHOP GOODS

IN STOCK AT THIS TIME WE HAVE THE FOLLOWING
Contact Roy if you need any of these items and he will bring to
the flying field or the meeting.

Esaki light tissue	\$2.00
Polyspan	\$5.00 meter
1/4 " Rubber (Box)	\$44.00
0.002 Carbon fibre	\$26.00
Mitre Fix cyano & kicker	\$20.00
Clear Mylar (roll)	\$10.00
Aluminised Mylar	\$1.00 meter
5m Telescopic streamer pole	\$30.00
7m Telescopic streamer pole	\$45.00
Rubber Lube 100ml	\$4.00
Nitro 1 Litre	\$22.50
91/2" Peck polymer P30 props	\$6.00
3/64 prop shafts	.65
3/64 Nylon bearings	.65
Teflon washers 1/8 X 0.032" hole	.45
Brass washers 1/8 X 0.050" hole	.45
P30 front end kit	\$7.20
Dyna Grip Contact glue 50ml	\$2.00
F1J Timers, suit most power models	\$75.00
These timers have been checked and modified by Jon Fletcher to eliminate skewing of the main spring	

Contest & Fixture Calendar 2011

Date	Event	Venue	Time	C/D
May 22	P30, Diesel Duration, Combined Open	Richmond	7:00am – 1:00pm	Tahn Stowe
May 29 / 5	Southern Cross Cup - AFFS Champs	Narrandera		S.S.C. T.B.A
June 19	Combined Vintage, HLG/CG, P30	Richmond	7:00am – 1:00pm	Gary Pope
June 26	Russell Forth Scramble	Illawarra		
July 2-3	Trans Tasman Scale Sat & Sun Fun Fly Sunday, including ½ Hour Scram- ble, C/L Flying BBQ Lunch, Fun Flying with Kiwis	Richmond	7.00am	Tahn Stowe Roy Summersby
July 15	General Meeting	Harris Park		

For more information ring Roy Summersby on 0243410072 or 0413588720 or
Barry Lee on 0296027419 on 0402329078
Terry Bond on 0417027579



NSW FREE FLIGHT SOCIETY TRANS TASMAN F4A and SCALE RALLY 2011.

AUSTRALIA VERSUS NEW ZEALAND JULY 2nd & 3rd @ RICHMOND

F4A , Rubber and Open, Flying and static Judging Saturday . Dinner Saturday night.

Scale Rally and Fun Fly inc Power Scramble followed by a BBQ lunch Sunday 3rd.

Come fly your Free Flight Scale creation on the beautiful Richmond turf,
if you reside in Australia and travel more than 200 Kms you will be entitled
to a \$100 Coles Myer voucher.

Prizes and awards including

The David Hope -Cross trophy,
The Reg Jude Rubber trophy,
Peoples Choice ,
Spectacular Arrival,
Mystery Flight, and Next Time.

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